

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, COLS. A.B.O., 5th St. P.O. Box 38. Telephone No. 12.

NEW ADVERTISEMENTS

PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an Examination of Candidates as provided for by Art. IV. of the General Regulations for the Pilotage Service in China will be held in this Office on MONDAY, the 13th OCTOBER, 1902.

EDWARD STEVENS,
Harbour Master.

Amoy, 29th September, 1902. [2630]

TO LET—UNFURNISHED.

NO. 14, SEYMOUR TERRACE, from 1st November next.

For Particulars, apply to—
LEUNG YAN PO,
Comptroller,
Care of Gibb, Livingston & Co.
Hongkong, 2nd October, 1902. [2626]

TO LET.

FURNISHED HOUSE at PEAK, with Immediate Possession.

Also Unfurnished:
Nos. 5, 18, 19, 20, and 27, BELILIOS TERRACE.

For terms, apply to—
TURNER & CO.
Hongkong, 2nd October, 1902. [2623]

TEAKWOOD STEAMER FOR SALE.

112 feet by 14 feet 6 inches
by 7 feet 6 inches.
Speed, 12 miles. Draft, 5 feet 6 inches mean.
Cargo Capacity, 100 tons.
Engines: U.S.G. 13 inches and 25 inches by 18 inches stroke.
BOILER: 10 feet long by 9 feet diam. 120 lbs. Pressure.

Accommodation for Passengers and Crew. Complete Deck and Engine-room Outfit. Built in 1899.

Photo and Specification to be obtained from—
W. S. BAILEY & CO.,
Agents.
Hongkong, 2nd October, 1902. [2625]

TENDERS will be received at this Office until Noon of THURSDAY, the 9th OCTOBER, 1902, for the purchase of the BOILER and ENGINES of the launch "LILY," which is now lying off the Public Works Store at Wanchai.

The Boilers and Engines are to be removed by the Purchaser.

Tenders are also received for the purchase of the Hull, which has been condemned by the Government Marine Surveyor as being unseaworthy.

For full particulars apply at the Office of the Secretary to the Sanitary Board, "Baconfield."

The Government does not bind itself to accept the highest or any tender.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 1st October, 1902. [2629]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SEATOW.

"THALES."

Captain Robson, will be despatched for the above port TO-MORROW, the 3rd inst., at DAYLIGHT.

For Freight or Passage, apply to—
DOUGLAS LAKE & CO.,
General Managers.
Hongkong, 2nd October, 1902. [2637]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA."

Captain Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 1st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 1st October, 1902. [2622]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BERNARD."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 7th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st October, 1902. [2628]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAXONIA."

Captain Jager, will be despatched for the above ports TO-DAY, the 2nd inst., at 5 p.m.

For Freight, apply to—
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 2nd October, 1902. [2621]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."

Captain Geo. Payne, will be despatched as above on TUESDAY, the 7th inst., at 3 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 1st October, 1902. [2620]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on WEDNESDAY, the 8th inst., at 4 p.m.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd October, 1902. [2624]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 7th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 7th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st October, 1902. [2602]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (THURSDAY),

the 2nd October, 1902, at 2.30 p.m., at his SALE ROOMS, Huddell Street,

FOR ACCOUNT OF THE UNDERSIGNED, A QUANTITY OF VALUABLE

HOUSEHOLD FURNITURE,

SEVERAL DRAWING-ROOM SUITES,

LEATHER ARMCHAIRS, OVERMAN-TELS, SIDEBORDS with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTANDS and TOILET TABLES, CHEST OF DRAWERS, DOUBLE BEDSTEADS, CUTLERY, CROCKERY and GLASS WARE, STANDARD LAMPS, CARPETS, &c., &c.

Also

BLACKWOOD DESK, JARDINIERS, STOOLS, &c.

FOUR COTTAGE PIANOS and a few BICYCLES.

Terms:—Cash on delivery.

Catalogues will be issued.

On View from Wednesday, the 1st October.

GEORGE P. LAMBERT,

Auctioneer.

Hongkong, 27th September, 1902. [2650]

PUBLIC AUCTION.

PRELIMINARY NOTICE.

MARINE LOTS Nos. 2 SECTION "A" AND M. L. 2A.

THE above fine block of buildings abutting on that portion of the Hong Kong Road Central and comprising a block of offices at each end with spacious Godowns in the middle, will be put up for Sale by Public Auction in one lot, on TUESDAY, October the 14th.

Further Particulars will appear in due course.

DEACON & HASTINGS,

Solicitors for the Vendor.

Hongkong, 17th September, 1902. [2691]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held, TO-MORROW (FRIDAY), 3rd OCTOBER, 1902, at 12 o'clock noon, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. SHEWAN, whose term of Office expired on the 24th inst.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 26th September, 1902. [2692]

POLO NOTICE.

THE ROYAL ARTILLERY POLO PROPEL

will be played for TO-MORROW (FRIDAY), 3rd OCTOBER, 1902, at 12 o'clock noon, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. SHEWAN, whose term of Office expired on the 24th inst.

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Hongkong, 26th September, 1902. [2692]

POLO NOTICE.

THE ROYAL ARTILLERY POLO PROPEL

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 3a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

SISMARON & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Bunkies
Spence & Co.'s Commission.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOTICE

THE undersigned's Resignation was
in the hands of the Equitable Life
Assurance Society of U.S.A. last month. His
connection with the Society is finally closed.
A. KIENE.
Hongkong, 19th September, 1902. [2523]

MR. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [2458]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGLINS, EINSTAMANN & CO
Sole Agents for China.
Hongkong, 1st July, 1902. [1801]

BUDWEISER
BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Steiner Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [2023]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
The Best Nitro-powder in the World.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Primrose Cases, 8d. 35
Paganini Cases, 6d. 35
Paganini Cases, 7d. 35
5 per cent. discount on orders of 1,000 and over
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1902. [1839]

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.

Hongkong, 16th May, 1892.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,893.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FUND... 2,635,648 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SEHAW, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902. [1796]
SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, SJACOB & CO.

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1836.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAITRE & CO.

Hongkong, 7th February, 1901. [473]
GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HCTZ, SJACOB & CO.

Hongkong, 1st September, 1902. [3327]
TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.

Hongkong, 16th November, 1872. [25]
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.

Hongkong, 22nd May 1895 [27]
AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]
THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security... £225,719
Total Losses Paid... £3,769,240

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [1427]
THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.

Assets Exceed Ten Millions Sterling.
THE Undersigned, having been appointed
AGENTS are prepared to ACCEPT
FOREIGN AND CHINESE RISKS against
FIRE, at Current Rates.

WM. MEYERINK & CO.

Hongkong, 3rd June, 1902. [2376]
THE FRENCH IN TONKIN
AND SOUTH CHINA,
BY
ALFRED CUNNINGHAM.

Price, ... \$3.

1 MAP; 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS.
Hongkong, 22nd August, 1902. [2257]
HONG CHEONG & CO.,
TAILORS, DRAPERS AND
OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER
30 YEARS.

Clothing made to fit to perfection. Silk
Goods of all kinds. Chinese Grass Cloth and
Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD
CENTRAL (South side)
Hongkong, 8th September, 1902. [239]

CHEONG SHING
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERY, AND
CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. Gault & Co.)
Hongkong, 2nd June, 1902. [155]

THE NEW TREATY.

AN INDIAN VIEW.

The following remarks on the new Anglo-
Chinese Treaty are from the *Times of India*.—
It would be premature to express disappoint-
ment because the Anglo-Chinese Commercial
Treaty, from which so much benefit is expected
to flow, was not formally signed at Shanghai on
Saturday last. Sir James Mackay declined to
sign the document because the Imperial Edict
notifying its provisions to the Chinese public
was not in accordance with the Treaty itself on
one particular point, that of the surtax. Yet
even Imperial Edicts are not beyond the reach
of modifying supplement, and there need be no
real apprehension that the new difficulty will
not be satisfactorily arranged. The terms of the
Treaty have been accepted by both Governments;
if the Edict does not correctly repeat the clause
concerning the surtax, the discrepancy can soon
be made clear; and when Sir James Mackay, in
spite of so many lugubrious predictions, has
overcome a series of formidable obstacles, we
need have no fear that he will fail to grapple
with this one also. The Treaty which is now
awaiting completion is in no way designed
to give special advantages to British
trade. It is in the truest sense an embodi-
ment of the policy of the Open Door, and
all nations may avail themselves of its
provisions if they choose. America, despite the
rather hasty criticisms of her Tariff Commis-
sioner to China, General Sharet, has already
resolved to conclude a similar Treaty with the
Peking authorities. We welcome the valuable
achievement of Sir James Mackay, because it
is a fresh sign that Great Britain is once more
taking her rightful place as the leader in peace-
ful diplomacy in the Far East; but she has
neither sought for nor obtained any privilege
to which all other Powers are not welcome.
The causes of the Treaty are numerous, and
it is not possible to recapitulate them all here.
They include efficient protection for British
trade-marks; the provision of bonded ware-
houses; the improvement of navigation on the
West and Yangtze Rivers; the equalization of
duties on junk-borne and steamer-borne goods;
the provision of facilities for drawbacks; the
establishment of a uniform national currency;
the admission of liability of Chinese sharehold-
ers in British joint stock companies; the
revision of mining regulations so as to remove
impediments to foreign capital—a most im-
portant clause; amendment of the rules of
inland navigation; the definition of treaty port
areas; a proposal to appoint a Commission to
investigate the missionary question and devise
measures for maintaining peace between
converts and non-converts; and a promise
by Great Britain to consider the
question of the abolition of Consular ex-
territorial jurisdiction when the Chinese
judicial system shall have been reformed—a
not very imminent contingency. All these
provisions are so notable that they might form
texts for many articles; but we must content
ourselves for the present with a mere catalogue
of their main points. Incidentally, it may be
noted that Mr. Frederick Greenwood's fulmina-
tion in an "English publication" against the
articles dealing with bonded warehouses and
inland navigation is as hasty and as ill-inform-
ed as many of Mr. Greenwood's political di-
atribes are wont to be nowadays. He cannot
have had complete information, for the full
text of the Treaty is still undisclosed; and Mr.
Dudgeon, one of its authors, told the members
of the China Association only the other day at
Shanghai that the inland navigation Article
was not then finally settled.

As a Shanghai correspondent appropriately
says, the eighth Article, which provides for the
abolition of *lekin*, is "the keystone of the whole
Treaty." *Lekin* is an oppressive institution
which has for nearly half a century prevented
the normal expansion of foreign trade with the
interior of China. It was originally devised
by the acute mandarinate after the Treaty of
Tientsin had fixed the import dues chargeable
upon foreign merchandise. The Tientsin
rebellion had devastated the Middle Kingdom,
and the provincial authorities were unable to
collect sufficient revenue for current purposes
in areas left desolate by the rebels. The *lekin*
barriers were accordingly created at intervals
along the main trade routes to the interior,
and toll was taken of all merchandise at each
barrier. This entirely illogical form of
extortion was to some extent recognized by
Great Britain under the subsequent Chefoo
Convention; the rates leviable at each *lekin*
barrier were limited, and ultimately a system
of transit passes was introduced, by which
merchandise at the treaty ports could compound
for the duties levied inland. In spite of these
stipulations, the *lekin* barriers have continued
to throttle the expansion of foreign trade with
the interior, and no one at the coast can tell
how much will have been charged on a bale of
goods by the time it has been carried fifteen
hundred miles inland. The *lekin* system has
been of little benefit to the Imperial Exchequer,
for very little of the money collected at the
barriers ever reaches Peking. A Shanghai
journal truly says that "byond affording a
living to thousands of utterly useless semi-
officials, it brings in very little revenue. The
number of stations has been raised beyond
all reasonable proportion, and this has led to
the worst abuse of all, the almost absolute
necessity of farming out the stations." One
curious feature of the *lekin* system is its partial
operation. It does not exist in Manchuria and
the north, or on the Tonkin frontier. Hence
the United States, which sends large quantities
of petroleum and piece-goods to Manchuria, and
Russia and France, who control a considerable
trade across the land frontiers, have hitherto
been lukewarm about the abolition of *lekin*.
The Peking authorities, on the other hand, are
naturally in favour of abolition; if they can
obtain a definite and certain revenue in its stead.
That is precisely what the new Treaty
provides. China agrees to abolish *lekin*, and

to remove all *lekin* barriers, though she retains
the right to tax opium, salt, and native produce
for internal consumption. The British Govern-
ment consents, in return, to the imposition of a
surtax on foreign imports, in addition to the
present import duty, the surtax being also levied
on Chinese produce destined for export abroad.
The surtax will take the place of the revenue
theoretically lost by the abolition of *lekin*,
though in practice it should place a far larger
sum at the disposal of the Imperial authorities,
for it will be collected by the Imperial Mar-
itime Customs, and there will be no loss by
peculation. The import dues are at present
being framed afresh by Tariff Commissioners
nominated by the Powers. Chinese import
duties have hitherto been at the nominal rate
of 5 per cent. *ad valorem*, though in practice
somewhat less has been levied. Under the terms
of the Protocol of 1901, the Tariff Commissioners
have been framing a tariff which substitutes
for the *ad valorem* duties specific duties at
roughly equivalent rates. It is this Tariff,
presumably, which Reuters indicates as destined
to come into force next month. The surtax
which replaces *lekin* is to be the equivalent of one
and a half times the import duty; hence, where
the new Tariff charges the full 5 per cent. the
total sum to be paid in import duty and surtax
will be 12½ per cent.; while where the new Tariff
does not exceed the present rate of about 4½
per cent. the total impost will not be more than
10 or 11 per cent. Goods which have paid
import duty and surtax will be exempt from all
other taxation, examination, or delay. If these
provisions are strictly enforced, and no further
exactions are permitted in the interior, the
foreign trade can well afford to pay the enhanced
charges at the port of entry. Leading China
merchants have frequently declared that they
would willingly pay 15 per cent. if *lekin* could
be effectively abolished.

It remains to consider whether the Chinese
Government have the power, even if they have
the will, to carry out such a sweeping reform
as the suppression of *lekin*. The commercial
community of Shanghai have up till recently
maintained an attitude of philosophic in-
credulity regarding Sir James Mackay's pro-
posals, and we believe their views have been to
some extent shared by many Bombay exporters.
We note, however, that the latest newspapers
from China convey the impression that
Shanghai is more open to conviction than was
originally the case. Though the control of the
Central Government is weak in many areas,
the Vernacular Council of the Emperor still
receives respect. The Chinese, when they
see fit to do so, are willing to keep to the
terms of a bargain, and to punish subordinate
officials who break it. The old stipulation
limiting the sums chargeable at any one *lekin*
barrier has, we believe, been honestly adhered
to; though it must be admitted that it was
rendered largely ineffective by the subsequent
creation of many new barriers. One favourable
element in the situation is that the Treaty
was concluded, with the assent of Peking,
by direct negotiation with two of the most
powerful Viceroyalties in the centre of the region
where *lekin* barriers are most numerous. Our
own view is that the Chinese Government are
honestly desirous of abolishing *lekin*, and that
it will be prudent and wise to give them every
opportunity of carrying out their project. If
it is found that obstacles are still placed in
the way of foreign merchandise, the whole question
can be opened afresh; but though the Chinese
authorities do not always deserve credit for good
intentions, in this instance their own interests
so far coincide with those of foreign Powers that
we think it would be well to trust them. Their
plan of levying a "consumptive tax" on
articles of Chinese origin not intended for
export, will make good still further the loss
to provincial revenues; for it must be
remembered that the *lekin* barriers netted
dues from native as well as foreign merchan-
dise. Bombay, which has so close an interest
in the trade with China, has no reason to
complain of the action of the Chinese
authorities in this connection. If the ex-
cise duty hinders the development of native indus-
tries in China, that is the concern of the
Chinese, and is none of our business. We are
content to recognise that the Treaty does not in
any way place an unequal handicap upon Indian
yarn, and that for all practical purposes our
staple product will compete with the output
of the China mills on the same footing as hitherto.
Mr. Dudgeon, who is hardly a disinterested
spectator, complains to the members of the
China Association at Shanghai that involuntarily
imposing upon machine-made yarn and cloth
manufactured in China an "excise equivalent
to double the import duties, the Chinese Com-
missioners had proved themselves "utterly
disregardful of the development of native
industries." We prefer to think that the
Viceroys were actuated by sufficiently good
reasons, or, at any rate, by reasons good enough
for us. They want revenue; the import trade
gives them revenue in a form easily realisable;
therefore, they do not wish to place importers
at a material disadvantage. Their economies
may be unsound, but Bombay will not seek to
cast stones at them.

Refreshing and Agreeable.
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A pleasant Antiseptic Soap containing 100%
pure Carbolic Acid. Should be used regularly
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infection.

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[2594-2]

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WEEKLY PRESS, JANUARY TO JUNE,
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Hongkong, 22nd July, 1902.

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ON MONDAY, 6TH OCTOBER.

ALL RESERVATIONS ALREADY MADE WILL BE HELD TILL 5 P.M.

TO-DAY, AFTER WHICH THEY WILL BE RE-SOLD.

Hongkong, 2nd October, 1902.

[2549]

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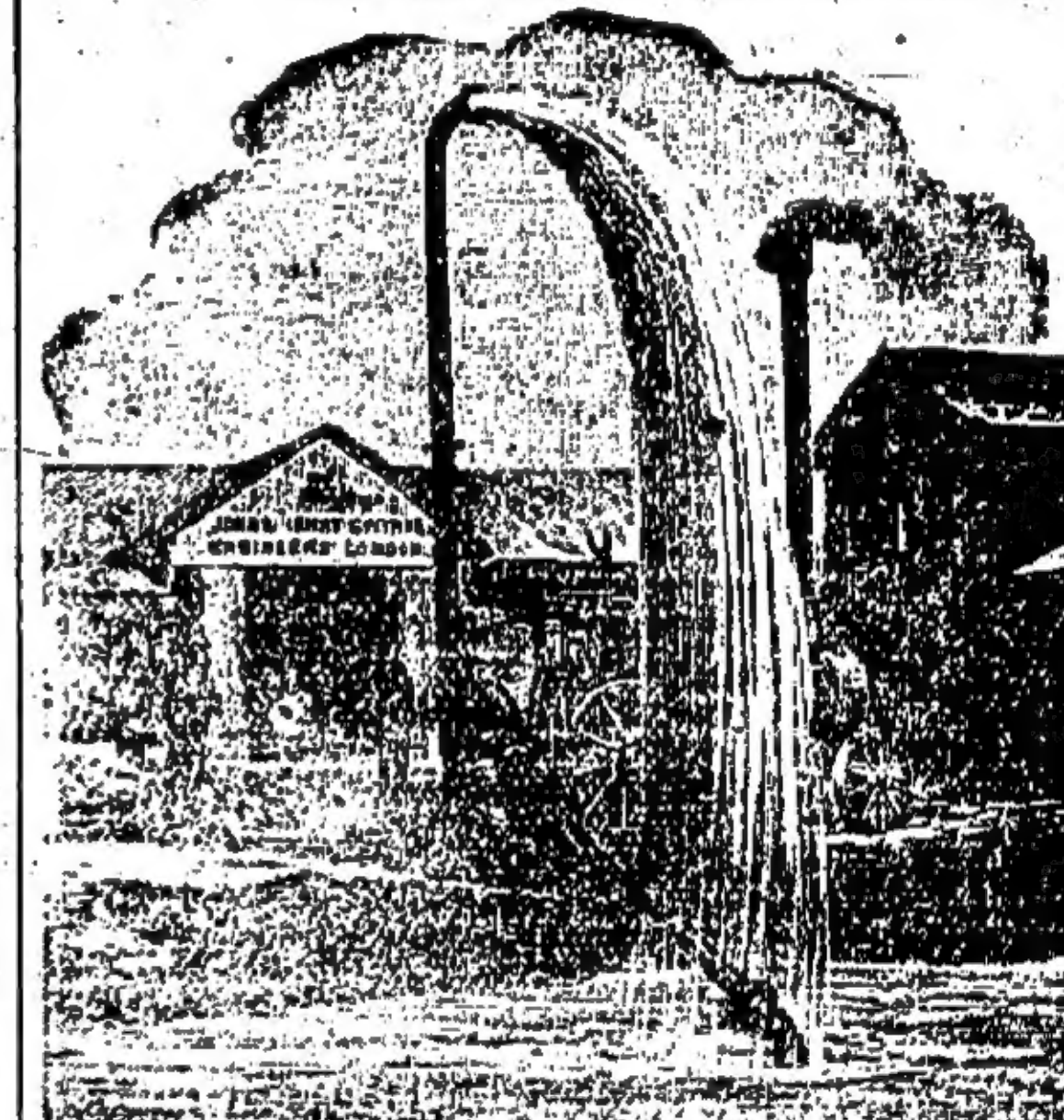
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ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

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NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Scales
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DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 61 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 204 "

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Extreme Length... 371 feet.
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Can take vessels up to 1,000 tons gross.

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LATEST IMPROVEMENTS and can
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CHAMPAGNE GROWERS AND
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Hongkong, 17th May, 1895. [11]

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WATER to the Shipping, both for Deck and
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Call Flag W.

J. W. KEW.
Manager.
20, Des Voeux Road.
Hongkong, 13th June, 1902. [163]

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OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 14th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

HOMWARDS.		
TO	STEAMERS	FROM
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL Direct	"MACHAON"	On 14th October.

(Taking Cargo at London Rates)

The S.S. "AGAMEMNON" left Singapore yesterday morning, and is expected here on the 6th inst.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"YANGTZE"	On 30th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"RYSON"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd October, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"WOOSUNG"	On 2nd October.
KOBE	"TAIYUAN"	On 3rd October.
MANILA	"SUNGKIANG"	On 7th October.
THURSDAY ISLAND COOKTOWN, CAPE TOWN, SYDNEY, MELBOURNE, and other ports	"KWEIYANG"	On 11th October.
	"TAIYUAN"	On 24th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

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BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd October, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	TO
TAMSWI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 8th October.
TAMSWI, VIA SWATOW AND AMOY	"DAIYIN MARU"	SUNDAY, 12th October.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 8th October.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 15th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Postoffice at the Customs water-front premises at Tamswi to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 2nd September, 1902.

T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO
"HILGLEN"	About 4th Oct.
"RICHMOND CASTLE"	12th Oct.
"LOTHIAN"	20th Oct.
"LOWTHER CASTLE"	30th Oct.
"BORDE KNIGHT"	16th Nov.
"ORION"	To follow.
"GROTON"	To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 1st October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, and BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIAN," Captain Remes, will leave this Port for MARSEILLES, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, etc. BOMBAY. This Steamer commands the COLOMBO with the at Aden, which vessel takes on her Passengers and Mail, leaving this Port on the 18th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. on the 5th October. (Passes are not to be sent on board; they must be left at the Agency's Office.) Consignments and Value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd September, 1902.



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

3,878 Tons. Captain Tate, will be despatched for MANILA on MONDAY, the 6th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to THE MITSUBISHI KAISHA, Agents, Prince's Buildings, 100 House Street, Hongkong, 1st October, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY."

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 28th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW," 3,287 Tons Gross Register, will be despatched for ODESSA VIA PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & CO., Agents.

Hongkong, 15th September, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLARIQ."

Captain Kroble, will be despatched as above on or about the 20th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st October, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" ... leaves on 24th October.

"TEINAN" ... " 15th November.

"CHANGSHA" ... " 8th December.

"CHINGTU" ... " 29th December.

Superior accommodation and Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

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CHINA NAVIGATION CO., LD.

Hongkong, 2nd October, 1902.

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Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon Squash, Super Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, etc., etc. Address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS, WEST POINT, CO. P. P. DAWSON, Telephone 367. Price List and Order-book on Application.

Application. 2438

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th October will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 28th September, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 30th inst. will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th September, 1902.

PHILIPPINE TRANSPORTATION AND CONSOLIDATION CO.

FROM NEW YORK.

THE Steamship

"CHARLES TIBERGHIEH."

having arrived from the above port, Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the undersigned.

ARNHOLD KARBURG & CO., Agents.

Hongkong, 27th September, 1902.

HONGKONG.

STEAMERS.

Athenian, British str., 2,440, Mowatt, Sept. 28.

C. P. R. Co.

Benny, British str., 2,153, Sarsfield, Oct. 1.

Chinching, British str., 1,240, Stronach, Sept. 29.

Butterfield & Swire

Chuan-shan, British str., 1,282, Morehouse, Sept. 28.

Daigai Maru, Jap. str., 846, Kitano, Oct. 1.

Osaka Shosen Kaisha

Denters, German str., 1,001, Frahm, Sept. 16.

Siemens & Co.

Doria, Norwegian str., 965, Jacobsen, Sept. 30.

Order

Eastern, British steamer, 3,500, Ellis, Sept. 28.

Gibb, Livingston & Co.

Elita Noemok, Ger. str., 1,161, Bruhn, Sept. 29.

East Asiatic Trading Co.

Empress of China, Brit. str., 3,000, Archibald, Sept. 30.

C. P. R. Co.

Gaelic, British steamer, 4,206, Finch, Oct. 1.

O. & S. N. Co.

Hudson, British str., 2,376, Ross, Sept. 18.

Standard Oil Co.

Hyson, British str., 4,232, Davies, Oct. 1.

Butterfield & Swire

Kansu, British str., 1,142, Baddley, Sept. 22.

Butterfield & Swire

Kunano Maru, Jap. str., 3,146, Haswell, Oct. 1.

Nippon Yusen Kaisha

Kwanglo, Chinese str., 1,467, Lincoln, Sept. 26.

Chinese

Lysemon, German steamer, 1,238, Lehmann, Oct. 1.

Siemens & Co.

Mongkut, German str., 859, Gotsche, Sept. 29.

Melchers & Co.

Namsang, British str., 2,519, Payne, Sept. 26.

Jardine, Matheson & Co.

Paknam, German str., 1,250, Demas, Sept. 30.

Palmer & Co.

Pelna, British str., 1,700, Connell, Sept. 30.

Arnhold, Kurborg & Co.

Phra C. Kiao, German str., 1,012, Bruhn, Sept. 29.

Butterfield & Swire

Prinz B. Luitpold, Ger. str., 3,930, Oesselmann, Sept. 30.

Melchers & Co.

Quang Nam, French str., 694, Martino, Oct. 1.

Bradley & Co.

Rajabari, German str., 1,189, Wendig, Sept. 29.

Melchers & Co.

Rein, Norwegian str., 725, Olsen, Sept. 29.

Rein, Norwegian str., 725, Olsen, Sept. 29.

Rubi, British steamer, 1,611, Almond, Sept. 30.

Shewan, Tomes & Co.

Saxonia, German str., 2,264, Jeger, Oct. 1.

Hamburg-Amerika-Linie

Sei Pontianak, Dutch str., 233, Demas, Sept. 16.

Carlqvist & Co.

Shinano Maru, Jap. str., 6,367, Currow, Sept. 27.

Nippon Yusen Kaisha

Taiyuan, British str., 1,459, Dawson, Sept. 27.

Butterfield & Swire

Takung, British str., 980, Baker, Sept. 23.

Jardine, Matheson & Co.

Tataron, German str., 1,578, Dize, Sept. 28.

Siemens & Co.

Toman, Chinese str., 942, Barlow, Sept. 30.

Chinese

Triumph, German str., 769, Hansen, Sept. 30.

Jensen & Co.

Wingang, British str., 1,517, Sellar, Sept. 29.

Jardine, Matheson & Co.

SAILING VESSELS.

Alas, American ship, 1,352, McKay, July 14.

Standard Oil Co.

Astral, American ship, 2,987, Dunham, Sept. 12.

Standard Oil Co.

Grosvener, British barque, 516, Boga, June 13.

Order

Kelat, British ship, 1,822, Hughes, July 23.

Order

Luzon, American barque, 1,339, Park, Aug. 20.

Master

Manuel Litigano, Amr. ship, 1,493, Nicholls, July 31.

Standard Oil Co.

Vale of Doon, Sarawak barque, 669, Peterson, July 1.

Sander, Weller & Co.

His Britannic Majesty's Ships

IN THE CHINA SQUADRON.

Alcazar, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jervis, at Wonsung.

Algeria, sloop, 1,050 tons, 6 guns, 1,400 h.p., Comdr. Rowland Nugent, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18 guns, Capt. Charles Windham, U.V.O., at Hongkong.

VICTIMS AT HOTELS

Mr. W. S. Bailey Mr. B. W. Diamond.

Mr. H. K. ...
Mr. J. F. ...

Mr. M. balme	Mr. H. Kiebs
Mr. H. J. J. J. J.	Mr. J. E. J. J.

REGISTER, 31st SEPTEMBER,
1914.

[illegible]

1st October.

The "Barber" Line steamer *Hyden Knight*, com New York and Straits, left Manila on the 10th ult., and is expected here to-day.

The N.Y.K. steamer *Ata Maru* (European line) left Shanghai for this port on the 28th ult., at 10 p.m., and is expected here to-day.

The N.Y.K. steamer *Yokohama Maru* left Singapore for this port on the 28th ult., at 11 p.m.

The P. & A. steamer *Indravale* left Portland on the 14th ult., a.m., for this port, via Japan, and is expected here on or about the 14th inst.

The N.P. steamer *Clawing* left Vladivostok for Hongkong on the 27th ult.

The N.P. steamer *Albatross* left Tacoma for Portland, Port Arthur on the 28th ult. for Hongkong.

The N.P. steamer *Victoria* left Tacoma for Japan and Hongkong on the 12th ult.

The N.P. steamer *Olympia* left Tacoma for Japan and Hongkong on the 17th ult.

The N.P. steamer *Albatross* left Tacoma for Japan and Hongkong on the 21st ult.

The N.P. steamer *Duke of Gifu* left Tacoma for Japan and Hongkong on the 28th ult.

bia. 22nd—Kennebec. 2nd Sept.—Queen
Louis. 9th—Java. Hamburg. 12th—Serbia

Agamomem, *Gnaphaliosantiva*, *Idononeus*.
Wakasaen, *Glenn*, *Spilthosa*, 19th—*Murburg*.
Ducation, 23rd—*Ticintin*, *Sachsen*, *Glenn*.
loch, 20th—*Autum*, *Kanagawa*, *Glenn*.
Benimor, *Pico*, 30th—*Menulone*, *Aravogito*.
Patrocos, *decomae*.
ROMANUAD—July—*Queensland*, 11th—
Saxen, 10th—*July*, 26th—*Aug*—*Saxen*.
pedon, 5th—*Sept*—*Donny*, *Hondar*, *Idononeus*.
wood, 19th—*Beneluch*, 23rd—*Telenia*.
Ambria, *Atholl*, 26th—*Tydeus*, *Konyi*, *A*.
bert.
ARRIVALS AT HOME—July 7th—*Japan*, 8th—
—*Mariselo*, *Flandria*, *Glenn*, 15th—
—*Twien*, 16th—*Autum*, *Glenn*, 22nd—
—*Salsize*, 23rd—*Mogul*, 1st—*Aug*—*Syde*.
—*Sept*, 1st—*Moynae*, 12th—*Benlonon*.
—*Stentor*, *Maccliff*, 19th—*Heinrich*, 15th—
—*Formon*, 19th—*Strassburg*, *Sado*, *M*.
22nd—*Teshak*, *Poluphemus*, 26th—*Gisel*.
—*Merionethshire*, 28th—*Shanghai*, 2nd—*Sept*.
—*Kuwashi*, *Kami*, 5th—*Opopek*, 9th—
—*Shimono*, *Koren*, *Kiatschou*, *Malacca*, 12th—
—*Sambio*, *Siam*, 14th—*Bingo*, *Mari*, 15th—
—*Marie*, *Valeria*, *Harold*, 18th—*Komaba*.
—*Thynea*, *Silecia* (Ger., 26th—*Pol*.
—*Merion*, *Bayce*, 30th—*Kentmere*, *Brachman*.
—*Benluch*, *Cambin*, *Tunda*, *Mari*, *Rudno*.
—*shire*.

ARRIVED.
 Her. Bahr. Regent. Luitpold for Hongkong

from Yokohama. Mrs. and Miss Schoenmann.
Inspector and Mrs. Michael, Mrs. and Mrs.
C. A. P. Xavier and Dr. Krieg; from Kobe
Mrs. and Mrs. W. D. Graham and Mrs.
Kolobow; from Shanghai, Mrs. and Mrs.
Albert, Misses Campbell, Barton and B.
Bells, Capt. J. C. Jensen, Messrs. J. S.
von Gross, M. H. Schwab, and J. G. Gysy;
from Hongkong, Mrs. and Mrs. B. Rosario.
Mrs. Kumano naru, from Japan, for Hong-
kong, Mrs. R. W. Northwick and child, Mrs. and
Mrs. G. A. Woodcock and two children, Mrs.
and Mrs. Davis, Mrs. C. Komine, Lieut. P. P.
Capzelle, Messrs. A. Carlini, B. Pukechi,
Ochi, S. Yeguchi, R. G. Macleod, Z. Shirasaka,
T. Shomura, H. Hirose, Haden, K. Shimada
and Hoyt Brown; for Thursday Island, Mrs.
Yokoyama; for Brisbane, Mrs. Murphy, A.
Sydney, Mrs. and Mrs. W. G. Griffiths, Messrs.
J. G. Good, Thomas McElroy, T. Matsumoto
and B. Matsuo; for Melbourne, Mrs. Wm. Smith;
Messrs. A. and L. Smith, Mr. J. M. Smith, Mr.
Scott, Hon. J. J. Casey, Messrs. Newton and
May.

Lewis, W. H. Bay, R. H. Munger, James P.
brook, D. H. Cameron, A. Nilsson, Wm. Sco

Rock, E. H. Hanson, J. G. Perfect, T. A. Stone and
T. Bhowani Singh, Misses Annie Bates and
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Hongkong, 26th November, 1961. [30]

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